



A Hallberg-Rassy suits in any climate, world wide. Here a HR 46 in Alaska. Foto: John Neal

Hallberg-Rassy Cup 14-18 August 2000

The Hallberg-Rassy Cup will be held in Neustadt, northern Germany, on the Baltic Sea from 14th August until 18th of August, 2000.

The organiser is the highly acclaimed Norddeutscher Regatta Verein NRV which has great experience in organising other big regattas. The initiator of this event is the enthusiastic Hallberg-Rassy sailor Mr Gunter Persiehl from Germany. This is the second HR Cup, the first was won by the Swedish HR 34 Mimmi AlBerta, sailed by Claes Österlind and his family.

This is a Gentlemen's Race, where no professional hired skippers are allowed, nor Kevlar sails. The Helmsman/Skipper must be either the owner/charterer or his family.

The Ancora Marina with its technical facilities in Neustadt is an ideal harbour for the event. Closing date for application is July 14th, 2000. For further information and application, please contact: Norddeutscher Regatta Verein, Gunter Persiehl, Schöne Aussicht 3, DE-22085 Hamburg, Germany. Tel +49-40-22 90 753.

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See HR at the boat shows!

Dates	Show	Country	Exhibited models
17-20 Aug '00	Helsinki	FI	HR 34
25-27 Aug '00	Open House	SE	31,34,36,39,42,46,62
10 -15 Sept	Ijmuiden	NL	31,34,36,39,42,46,62
7-10 Sept	Oslo	NO	HR 34, 36, 46
15- 24 Sept	Southampton	UK	HR 34, 46 och 42
15-19 Sept	Seattle, WA	USA	HR 46
16-19 sept	Newport, RI	USA	HR 34
23 Sept-1 Oct	Friedrichshafen	DE	HR 34, 36 and 42
28 Sept-1 Oct	Antwerpen	BE	HR 31, 34 and 42
5-9 October	Annapolis	USA	HR 42
October	Yokohama	JP	HR 31
14-22 Oct	Genua	IT	HR 46
28 Oct-5 Nov	Hamburg	DE	31,34,36,39,42,46,53
9-12 Nov	Stockholm	SE	HR 31, 36, 39
4-14 Jan 2001	London	UK	HR 36
Middle Jan	Seattle, WA	USA	Models not yet decided
22- 30 Jan	Düsseldorf	DE	31,34,36,39,42,46,53
April 2001	Tannowa	JP	HR 36
24-26 Aug '01	Open House	SE	HR 31 to 62

Subject to change

Detail improvements

- The reading lights in all models have a new, improved design and improved quality.
- On the mainsail, the HR logo and the model number are now in blue, to match the rest of the boat.
- All models now have white superstructures, as on HR 53 and HR 62. Previously the super-structure was ivory.
- The hot water calorifiers have improved insulation.
- The volume of the hot water calorifier on the HR 46 has been increased from 40 to no less than 55 litres.
- The HR 31 and HR 34 have new elegant hal-yard stoppers.
- On the HR 46, 53 and 62 there is now a new type of skylight, especially developed in association with Lewmar.
- The HR 46 has a new type of entrance ladder with the rounded shape as on the HR 53 and 62.
- The wash basins in the HR 46 and HR 53 are now in Corian, which has always been the case on the HR62.



HR's new sales man in Germany, Horst von Hörsten

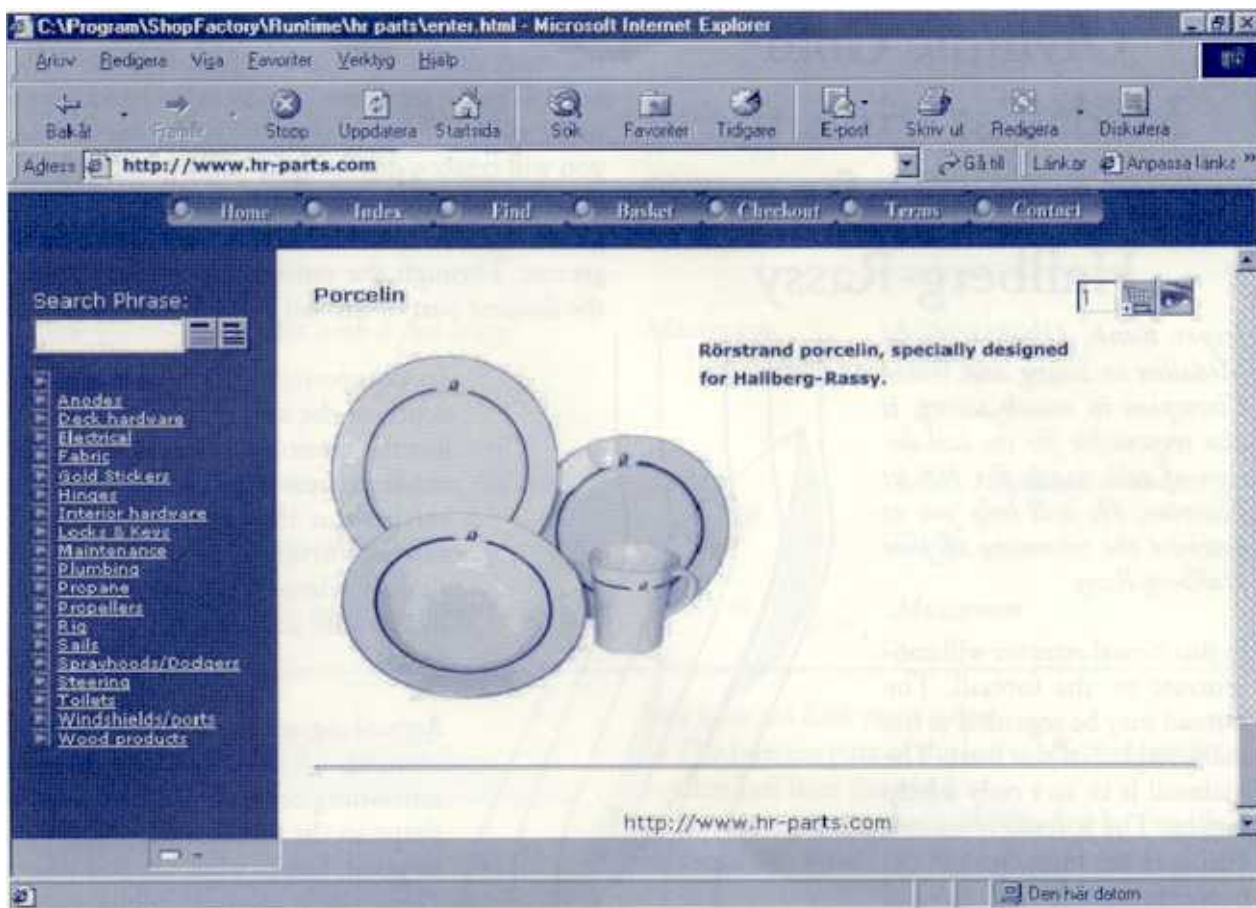
Hallberg-Rassy opens new office in Germany

As a further step to improve the good international position of HR, a new sales office has been opened in Neustadt in northern Germany.

Hallberg-Rassy's German salesman for 25 years, Mr Klaus Behrmann, retired on 1st January 2000. Mr Horst von Hörsten is HR's new man in Germany. The sales office has been moved from Hamburg to Neustadt at the Baltic Sea. There are many benefits: the office in Hamburg was located in an industrial area, hours away from demonstration vessels that were located in Kiel. In Marina Ancora in Neustadt the office is next to demonstrators in the harbour. The office is located in a full service marina with a natural flow of people and boats. There are also facilities to show boats indoors in the winter time.

The company is a wholly owned daughter company, named Hallberg-Rassy Deutschland GmbH. Hallberg-Rassy's service technician for over 20 years, Mr Rolf Nagel, is also working in the new company, in addition there is one secretary.

Horst von Hörsten has broad experience in the yachting business, especially when it comes to modern comfort equipment. He has already showed very successful in Hallberg-Rassy Deutschland GmbH. The moment the new Neustadt office opened in January 2000, the old Hamburg office closed. This new office further improves Hallberg-Rassy's position in the German area.



New Online Shop for HR Parts and Accessories

A new online shop for HR Parts and Accessories can be found at www.hr-parts.com. Here you can find spare parts and accessories for your Hallberg-Rassy. There are pictures and prices for items and, with a simple click, you can order the things you want. Items can be shipped worldwide. The range of parts is already wide and even more parts and accessories will be continually added to the website. You may also contact HR Parts and Accessories by phone +46-304 54 990 or fax +46 304 54 991.

Questions and answers

How do I treat my teak deck that has become spotted with mildew?

Question: I have got mildew spots in my teak deck and wonder how to remove those.

Answer: Mildew is something that is more frequent

today than some decades ago. You will find it not only on teak decks. It can be found on concrete, piers, painted surfaces and so on. The presence might differ very locally, some areas suffer a lot from mildew, and others are not hit at all. In the long run the best way to treat the teak deck against mildew is to use Boracol. Boracol is a liquid that is uncoloured and thin like water. It is sold in normal chemist shops and hardware dealers. It is marketed as a treatment against mildew for garden furniture. Use a normal paintbrush and paint the deck with Boracol. Do the work on a dry day. If it rains too much Boracol will be washed away. It does not matter if it is drizzling the next day but if it rains the complete day it is no good. That would flush the Boracol away too early. If it does not rain, spray the deck a little with water. This little amount of water only helps the Boracol to penetrate into the teak. After three days you wash the deck with a sponge and cleaner, for example green soap. Please do not be afraid if you do not see any positive result immediately. On the contrary, the deck looks worse than it did before the treatment. After about ten days things will start to happen. The mildew has disappeared and the deck is clean. The mildew will not recur for some time. Do not be afraid to repeat the treatment now and then.

Olympic Gold Medallist trims the foresail of a Hallberg-Rassy

Jesper Bank, Olympic Gold Medallist in Soling and World Champion in match racing, is also responsible for the sail design of sails made for HR at Elvström. He will help you to optimise the trimming of your Hallberg-Rassy.

In this NewsLetter we will concentrate on the foresail. The foresail may be regarded as the main engine of the boat. The mainsail is in fact only a help engine. The foresail is contributing to the major part of the power for speed. The mainsail is, to a great extent, the elevator and a trim clutch. The most important reason for this is that there is a more favourable wind angle around the foresail than around the mainsail. In front of the foresail there is no mast causing drag. The favourable wind angle around the foresail is created due to the fact that the wind changes direction before it reaches the foresail. Because of this the foresail may be sheeted with a bigger angle in regard to the centre line of the boat and greater force forward is achieved. See drawing 1.

This is somewhat due to the laws of nature that all sailors knowingly or unknowingly benefit from. The trimming of the sails influences the extent of the effect. The shape of the foresail is determined by the following parameters:

- 1) Tension of the backstay
- 2) Tension of the halyard
- 3) Position of the traveller and by this, the angle of the sheet.
- 4) Tension of the sheet

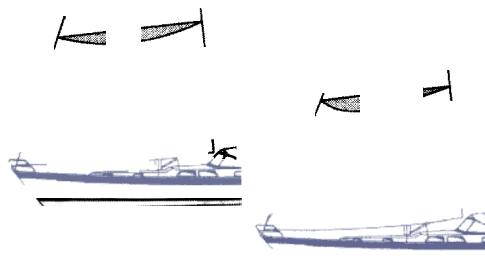
When the sail is delivered from the sailmaker the luff has a curved shape, which will correspond to the curve of the forestay while sailing. If the backstay is tensioned, so that the fore stay is

straighter than the sewn in curve of the foresail, the entry of the sail will be flatter and the whole sail will be flatter. If you, on the other hand, let the backstay stay loose and therefore let the sail sag, you will create a depth in the entry of the sail. The front of the sail especially will be deep and the angle of the wind will have to be correspondingly greater. Through the tensioning of the backstay, the deepest part of the sail will be influenced.



To compensate the moving of the depth of the sail, it is possible to adjust the tensioning of the halyard; if a moderate tensioning of the halyard is carried out the depth of the sail is moved forward. If the halyard is slightly released, the depth is moved backwards and the entry becomes flatter.

According to the above, the tensioning of the forestay and the tensioning of the halyard affects the shape in the front of the sail. So far so good, but to what use and when? Generally speaking a full (deep) entry makes it easy and forgiving to steer the boat. The sail forgives discrepancies in the steering but the disadvantage is that the pointing suffers. The boat may not go as high into the wind as wanted.



A flat entry makes it possible to go higher into the wind but it also demands more precise steering.

We have now seen that the shape of the foresail is affected because of changes in backstay and halyard tensioning. A third factor, which also determines

Flat water:

Wind	Shape of the foresail	Tension of backstay	Tension of luff
Light	<i>Deep with a flat entry</i>	40 %	<i>Loose, horizontal wrinkles</i>
Moderate	<i>Flat with a flat entry</i>	80 %	<i>50%, wrinkles only just disappear</i>
Heavy	<i>Flat with a flat entry</i>	<i>Maximum</i>	<i>Maximum</i>

Waves:

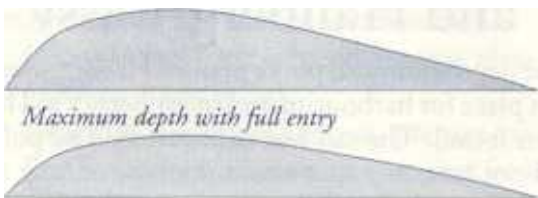
Light	<i>Max depth with a full entry</i>	25 %	<i>Loose, horizontal wrinkles</i>
Moderate	<i>Deep with full entry</i>	50 %	70 %
Heavy	<i>Flat with full entry</i>	75-85 %	<i>Maximum</i>



Deep with flat entry



Flat with flat entry



Maximum depth with full entry



Deep with full entry



Flat with full entry

the shape, is "twist". The sheet traveller controls the twist together with the tension of the sheet.

You have achieved the correct twist when:

- 1) The luff is affected from the top to the bottom at the same time by a sudden luff into the wind.
- 2) All the tell-tales lift exactly at the same time when you luff into the wind.

You have too much twist when:

- 1) The luff is affected on the top first when you luff into the wind.
- 2) The upper tell-tale on the leeward side of the sail lifts first when you are luffing into the wind.

You have too little twist when:

- 1) The bottom part of the luff is affected first by a sudden luff into the wind.
- 2) The lower, leeward tell-tale lifts first by a sudden luff into the wind.

When the sheet traveller is moved forward the twist is reduced - and the depth of the lower part of the sail is increased. When the traveller is moved aft the twist increases and the bottom part of the sail gets flatter.

The correct traveller position for each sail is the position where the wanted shape in the lower part of the sail is achieved at the same time as the wanted twist. As a rule of the thumb: a 150% genoa should have a sheet angle, which prolonged will point at the middle of the luff. A 100% jib should have a sheet angle a little steeper. The sheet angle here should point approximately against the top third of the luff.

The sheet tensioning is both affecting the twist of the sail and the angle from the centre line of the boat. It is therefore a good idea to have some reference markings in the rig, for example the lower part of the sail against the top shroud and the top of the sail underneath the top spreader.

This was mainly about the foresail. I count on coming back with more tips and hints in the next issue of the Hallberg-Rassy NewsLetter.

Jesper Bank

Quotations

Oddmund Emmerhoff, Säbyvik, Western Norway. Owner of a HR 31:

"Having sailed 3 395 nautical miles after delivery in Ellös on May 19th we have visited the Färö Islands, Shetland, Orkney Islands and Scotland. We are very pleased with the boat. She behaves extremely well also in hard wind and rough seas. The engine has run 72 hours and it performs very well. Everywhere when we were in harbours the boat was admired and we heard many superlatives about the lines of the boat and last but not least the quality of all fittings and equipment on board. The name Hallberg-Rassy is well known and respected by people who have to do with the sea."

Svenska Dagbladet, Sweden, May 6th 2000 about the HR 34:

"Characters of world class. Passionate sailors will be happy with the HR 34. The boat makes good speed in light breeze, has power in its movements, sails with a pleasant pressure on the rudder and is very well balanced. The best sides of the HR 34 will be found in really bad conditions. With almost 40 % of the weight in the keel the boat has a low centre of gravity and is extremely stiff. The boat has well known quality, very good second hand value, a performance, which is hard to beat, and lovely craftsmanship. However her lines are the best. In a beauty contest she would win. The best 34 footer in the world is also the most beautiful. Personally I would not hesitate. I would be pleased to put myself into the waiting list for a HR 34."

Segling, Sweden, No 3 2000 about the HR 34:

"A wonderful sailing boat with a good piece of workmanship, a boat with feeling, character and capacity, stiff, fast, nice to sail and a wonderful behaviour in the sea. Expensive, but an investment safe as money in the bank and therefore especially worth buying."

Yachting World, UK, September 1999, regarding the HR 46: "Hallberg-Rassy have become the datum for upmarket bluewater cruisers. This is the sort of boat that makes you want to take off across an ocean this very afternoon! Down below, the Hallberg-Rassy combines practicality with immaculate attention to detail. Without a doubt,

the Hallberg-Rassy 46 was the boat that I felt would see us comfortably through any conditions and give maximum pleasure with minimal effort, with its powerful engine, electric winches and furling main. A near-perfect yacht."

Sail, USA, July 1999 about the HR 46:

"Mercedes-Benz is the Hallberg-Rassy of automobiles. The comparison is apt, and the Hallberg-Rassy 46 shows why the reputation of this meticulous Swedish builder is so high. The genset is so quiet that it did not register on my sound meter. The mahogany interior (teak is an option) is high quality, a combination of fine wood and skillful carpentry. I was surprised by the good speed in the lulls. The Hallberg-Rassy 46 is a splendid voyager, capable of crossing oceans with ease and cruising coastwise in comfort. The boat has a high price tag, but the value is there for the money – the Hallberg-Rassy 46 is a life-time boat."

"The sort of boat that makes you want to take off across an ocean this very afternoon"

The criminal police and Hallberg-Rassy

One day the criminal police phoned Hallberg-Rassy. In a place for harbouring stolen property a sail had been found. The sail was confiscated. The police did not have any idea about the type of boat the sail belonged to. All they knew was that it was a genoa for a rather big boat. They described the sail with measurements, material, the name of the sail maker and a building number. All these facts were familiar to the person in the yard who took the call. The year before this person had sold his Hallberg-Rassy 34 with a sail that had the same characteristics. He asked the police why they phoned Hallberg-Rassy as there are hundreds of yards producing boats with sails that would match the specification of this specific sail. The

police officer answered that he thought the sail must belong to a big beautiful boat. The only big and beautiful boat he could think of was a Hallberg-Rassy. By coincidence he had contacted the previous owner. The new owner was contacted and he confirmed that a genoa had disappeared from his boat. Sometimes you realise that this planet is not so very big.

"A boat with feeling, character and capacity"

Interesting Open House lecture by Amanda Swan Neal



Amanda Swan-Neal

At our Open House weekend, on Saturday evening 26 August at 7 o'clock, we will serve an informal dinner followed by a lecture on cooking onboard. Amanda Swan-Neal will be the guest speaker. Her exciting and informative slide presentation will feature essential and concise information on:

- Valuable food and general storage ideas on Hallberg-Rassy yachts.
- Delicious, healthy and easy-to-prepare meals
- Practical information on provisioning for local cruising or extended oceanvoyaging
- Catching, preparing and cooking fish
- Cooking in heavy weather
- Preventing seasickness

Amanda is the author of *The Essential Galley Companion*, published in January 2000, which contains 375 recipes gathered from her sailing and adventures in 50 countries. Amanda grew up in a boat building and sailing family in New Zealand and has been travelling the world under sail, covering 137,000 miles since she was 11 years old. Her first professional cooking experience was aboard the 105' Spirit Of Adventure, one of New Zealand's sail training tall ships. Later she helped design the galley, and sailed as an officer aboard the new 150' Spirit Of New Zealand. Amanda has also worked in some of Auckland's and Sydney's finest restaurants.

Amanda was chosen as rigger aboard the British boat, Maiden and spent one year refitting and train-

ing before circumnavigating in the 1989-90 Whitbread Around the World Race. Maiden was the first all-women Whitbread entry, and won two strenuous Southern Ocean legs in their class, finishing second in their division in the race.

Following the Whitbread, Amanda has worked as a chef aboard the classic 76' yacht Tuiga for a voyage through the Mediterranean and later worked as a rigger on NZ's America's Cup boats.

In 1994 Amanda joined John Neal aboard his Hallberg-Rassy 42, Mahina Tiare II and has co-conducted over 60 offshore sail training expeditions in locations from Antarctica to Alaska and the South Pacific. In 1997 Amanda and John took delivery of a HR 46, hull 92 on which they have sailed 42,000 miles conducting sail training expeditions. In 2000 Amanda and John have sailed 11,000 miles from Victoria, Canada to Cork, Ireland, where Amanda will leave Mahina Tiare III to fly to Ellös. Amanda has lectured extensively in England, the US and New Zealand and writes articles for Blue Water Sailing Magazine.

To inform and update future cruisers of provisioning stops around the world, Amanda frequently updates her own web site, Amanda's World: www.mahina.com/amanda.html

The lecture will be given in English. This will surely be an interesting talk. Since there are only a limited number of seats, we would ask you to make your reservations in writing, together with the participation fee at your earliest convenience. In previous years this event has been fully booked. The fee for the dinner and the lecture is 100 SEK per person, which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your OK to charge the above amount.

Next issue of Hallberg-Rassy NewsLetter

The Hallberg-Rassy NewsLetter is released once a year, about early July. Next issue is due July 2001. If you have bought a yacht from the yard directly or have been in close contact with us you will receive the NewsLetter automatically. If you don't yet fulfil these requirements you are welcome to contact us and ask to be put on this mailing list. You will find the address on the back cover and you will also find our email address if you access our informative web site www.hallberg-rassy.com.



Open House Weekend at Hallberg-Rassy

25-27 August 2000

As a tradition, Hallberg-Rassy has each year hosted an open house for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 25th through 27th. There is no other place in Scandinavia where you will find so many new boats and equipment to look at. You are all invited to join us for this interesting weekend. The open house weekend in 1999 was a huge success. 22 000 people came to the yard to see the boats and the yard. We believe that the open house weekend 2000 will have the same success.

Over 80 yachts on the water

The Hallberg-Rassy 31, 34, 36, 39, 42, 46 and 62 will be shown on the water. Several other sail and powerboats from many other countries will also be shown. No less than 85 yachts between 30 and 62 ft will be on display in our harbour. There will also be over 50 exhibitors of yacht equipment including engines, sails, rigs, navigation aids and other equipment that may be of interest to you. The HR yachts will be on display on the water between 10 AM and 6 PM Friday to Sunday. The yard, with 45 HR yachts under construction, will be on display between 10 AM and 6 PM Saturday through Sunday. It will be possible to view all models under construction. Trial sails are not possible during the weekend, however appointments

for Monday the 28th may be made.

Interesting Saturday night lecture

On Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture by Amanda Swan Neal on cooking onboard. An application is necessary for the lecture/dinner. See page 7 for details.

Accommodation

For overnight accommodation, we recommend the Hotel Sjögården, neighbours to the yard. Last year the hotel was booked well in advance, so please make sure you book this as soon as possible. The phone number to Hotel Sjögården is +46-304-510 30. As an alternative, you can try the Quality Hotel Stenungsbaden tel +46-303-831 00. In case these hotels should be fully booked we suggest: Hotell Ellösgården, telephone +46-304-504 70, Ellös brygga, +46-304-509 93, Mollösunds Vårdshus, +46-304-211 08, Nösunds Vårdshus, tel +46-304-209 25, Hotel Carlia in Uddevalla, tel +46-522-141 40, Hotell Gyldenlöwe, Uddevalla, telephone +46-522-146 10. Hotell Reis, Stenungsund, tel +46-303-770 011, Lysekils Stadshotell, tel +46-523-140 30 or Lysekils Havshotell, telephone +46-523-141 20.

Welcome to an interesting event in August

 **Hallberg-Rassy**